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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

COUNTRY China

SUBJECT Port Data - Dairen

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REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. "General. The ship arrived at Dairen in ballast [redacted] She loaded a little over ten thousand (10,000) tons [redacted] The vessel's stay in Dairen was delayed due to the fact that the complete cargo was not immediately available. [redacted]

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## 2. "Navigational Aids.

Two lighted buoys

have been installed between the northern breakwater and the east breakwater. (See figures 1 and 2 of enclosure.) [redacted]

"Entrance Procedures for the Port of Dairen. Upon arrival of the ship at the designated anchorage area (see [redacted] enclosure), the ship was boarded by the pilot and official boarding party. The boarding party consisted of approximately thirty Chinese government officials between the ages of twenty and twenty-five years of age with the exception of one older Chinese customs official who during the course of conversation [redacted] advised that he would soon be replaced by a younger member of the Communist Party, as had all the other officials. At the anchorage the vessel and crew were given immigration and custom search. Procedures for sealing up the vessel were also started and these included the sealing of all cameras, binoculars, personal radios, as well as the radio shack and equipment. All radio equipment, modifications, and serial numbers were recorded along with the make of the equipment by boarding officials. The pilot after

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25X1 being granted preliminary entry proceeded with the vessel to its dock, [redacted] The ship handling by the pilot and along dockside was completed with the minimum amount of effort. The Captain was required to supply a minimum of fourteen cargo manifests, ten crew lists, ten provision and store lists, and ten lists of arms aboard the vessel. Of the twenty-five to thirty Chinese officials in the boarding party, only two or three appeared to understand English.

4. "Port Facilities and Methods of Handling Cargos. [redacted] the piers, wharves and warehouses appear in good condition. On pier one he observed ten to twelve cranes each with an estimated capacity of two to three tons. On wharf (A), [redacted] six similar type cranes which were being operated during the stay of the vessel in port. [redacted] the cranes are electrically operated. On piers two, three and four and wharves (B) and (C) no cranes or heavy rolling stock were observed [redacted] the warehouses in the vicinity of the ship at no time appeared filled to their capacity. All docks are well illuminated, having flood lights at the corner of each warehouse. [redacted] the piers and warehouses have not been altered since being built by the Japanese during their occupation. [redacted] one building has been newly constructed or rebuilt at the shore end of pier 4. (See figure 3 of enclosure). This building appeared to be the central control point of the port facilities of Dairen. It appeared [redacted] that all employees in the area were required to pass through this control center when coming to and from the deck area, and apparently all questions on shipping or cargo received final answers at this building.

5. "The railroad tracks on the wharves, and including the spur tracks along the piers were useable and of standard gauge. [redacted] no [redacted] large steam engines and rolling stock in or about the pier. The position of spur tracks on piers and wharves appear accurate. (See enclosure [redacted] The rolling and motive stock being used on the piers was of old vintage, consisting of old standard gauge coal burners and grain cars. A description of the rolling stock [redacted] is as follows: The grain cars were primarily of wood, having eight wheels, and a release which moves vertically thereby allowing the contents to flow from the car. This panel release is located approximately in the center of the car. The informant believed these grain cars are similar to those used by the British. The engine [redacted] appeared to be an old coal burner similar to the small donkey type steam engine used by the Japanese. [redacted]

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6. "Security. Each and every ship appeared to be guarded day and night by Chinese soldiers. These guards appeared healthy and well equipped with the exception of their small arms. The small arms appeared to be old model rifles and pistols.

7. "Shipyards. [redacted]

25X1 [redacted] Although no new construction was observed underway in the yard, [redacted] old Russian and/or Chinese passenger and cargo vessels were being repaired or reconverted, and [redacted] the shipyards appeared operative both day and night. [redacted]  
 25X1 repair work was being done to a British liberty type vessel [redacted]  
 25X1 [redacted] an old Chinese freighter estimated of two thousand ton was being converted to a passenger or troop ship. [redacted]  
 25X1 [redacted] all the Russian and Chinese vessels being converted or repaired in the port of Dairen were old models.

25X1 8. "Other Shipping. [redacted] about fifteen liberty type ships tied up along side piers one through four. (See enclosure: dock area.) These ships were flying the flags [redacted]  
 25X1 [redacted] listed in paragraph 6 above). There were numerous small craft observed during the stay in the port but these were primarily junks and little launches. [redacted]  
 25X1 [redacted]  
 25X1 [redacted]

25X1 9. "Factories and other Installations. [redacted] on the north side of the harbor [redacted] numerous factories which appeared to be working day and night. [redacted]  
 25X1 [redacted] (See figure 4, enclosure.) [redacted]  
 25X1- [redacted]  
 25X1 [redacted]  
 25X1 [redacted]  
 25X1 [redacted]

10. [redacted]

11. "Air Traffic Observed. [redacted]

25X1 [redacted] flights of two motored, propellor driven aircraft tentatively identified from his description as being similar to our C-47. [redacted]  
 25X1 [redacted] the aeroplanes had red star insignia on the wings. These flights were numerous and regular and [redacted] indicates a possibility of an air lift between unknown destinations and Dairen. Air traffic was observed both day and night. The flight pattern indicated that the planes were probably using the Chou-Shui air base. [redacted]  
 25X1 [redacted]  
 25X1 [redacted]  
 25X1 [redacted]

12. "Military. In the vicinity of pier 3 (see figure 8 and 9, enclosure), [redacted]  
 25X1 [redacted] two fields which appeared to be used for athletics and [redacted]

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parade ground. During the day many Chinese soldiers were observed engaged in callisthenics and both civilians and soldiers participated in outdoor recreation. The Chinese soldiers appeared well disciplined, and carried out their duties in smart military fashion.

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13. "Stores Available." [redacted] no stores or bunkers were available in port [redacted]

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There are excellent water facilities for all ships and dockside workers on the pier, and water was supplied to the vessel upon request.

14. "Cargo and Pilferage." [redacted]

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the only cargo observed being handled in apparent unlimited quantity was soybeans.

15. "The ships officers were warned by the boarding party to be on the alert for pilferage." [redacted] Chinese laborers attempted to pilfer anything that was available including food, cigarettes, clothing, etc.

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16. "Physical Condition of Dockside Laborers." Though the Chinese dock workers were energetic and strong it was quite evident that they were poorly fed and that some were suffering from unknown skin infections. At no time, however, [redacted] evidence of starvation or malnutrition. Their garb was of poor quality and was tattered and torn.

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17. "Communication between Piers." The only observed method of communication between piers [redacted] was the use of amplifying megaphones which supervisors used in transmitting messages from one pier or vessel to another.

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18. "Working Condition of Dock Laborers." It was observed [redacted] that crews were kept working on the various piers both day and night if cargo to be loaded was available. However, when no cargo was available the workers would sleep or rest on the dock. There was a foreman to handle the dock workers for each ship.

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19. "Medical Facilities available to Merchant Seamen." [redacted] a crew member aboard the ship required shoreside medical attention. Permission was granted by the port authorities to take the crew member ashore, and the crew member was taken from the ship in the custody of Chinese officials in a truck to a medical center located somewhere in Dairen. When he arrived at the medical center the crew member refused treatment because of the unsanitary conditions which prevailed. The crew member's description of the center was a 'filthy, unlighted hole', which in his opinion was a poor excuse for a medical center. As a result of the crew member's objections, he was returned to the ship accompanied by an old Chinese doctor. The old Chinese doctor administered medical treatment with medical supplies received from the Captain of the vessel. Treatment was repeated on several other occasions by the same Chinese doctor.

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20. "Liberty for Crew Members in the Port of Dairen." Upon arrival of the vessel in Dairen the Captain was informed that liberty would not be granted

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ship's officers and crew until proper application had been submitted to the port authorities. At the request of port authorities, the Captain completed the required forms for a liberty party, however, no official approval for going ashore was granted to members of the crew. On several occasions the Captain was asked by port authorities why his crew members did not go ashore, and he in turn informed these officials that he had not been notified that they were allowed to go ashore. On several occasions he resubmitted his applications but permission was never officially granted. It was observed however, that bribes such as small presents could be used as a means of getting ashore. On several occasions a Chinese guard was bribed with gifts of food, cigarettes and coffee. The guard would then allow crew members to stroll up and down the pier alongside the ship at night. On one occasion a gift of a cheap, used leather wrist band was sufficient to allow a crew member to go ashore in an attempt to visit a friend aboard another vessel. This attempt however, was unsuccessful when a guard prevented the man from going aboard his friend's ship. As a result the crew member was returned to his vessel and warned not to attempt any such foolish action again. It is not known what disciplinary action was taken against the sentry who appeared frightened and stated that if he allowed anyone ashore again he would probably be shot.

21. "Breakwater East of Pier 1. [redacted] no new construction in this area and that no breakwater exists. [redacted]  
 25X1 [redacted] no activity in the Jijiko area.  
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 25X1 22. "Attempts to bring Communist Propaganda aboard the Vessel. The Captain of the ship, prior to his arrival in Dairen, spoke to the crew of his vessel and alerted them to possible attempts to propagandize or distribute Communist literature to members of the crew. During the vessel's stay in port an unidentified man and woman came aboard the ship and requested the Captain's permission to speak to the crew. Permission was granted by the Captain, but  
 25X1 [redacted] the crew was not receptive to the Communist discussion. No Communist literature was brought aboard and no further attempt was made by the Communists to visit the ship for propaganda purposes to the knowledge of the informant."

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